

THE MAGAZINE OF THE CRUISING YACHT CLUB OF AUSTRALIA

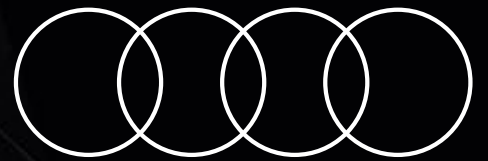
OFFSHORE



WINTER 2025 #306

OFFSHORE





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*Wild Thing 100 at the Start of the
Ponant Sydney Noumea Yacht
Race. Photo: CYCA | Ashley Dart.*

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COMMODORE DR. SAM HAYNES

At the helm

Welcome to the Winter edition of *Offshore*.

Life at the Cruising Yacht Club of Australia never really slows down. While the offshore calendar takes a breather between December and July, the Club has been buzzing with social celebrations, competitive racing, and major milestones.

In March, we honoured our Ocean Racers of the Year and recognised winners of the Audi Centre Sydney Blue Water Pointscore – the six-race series that remains one of the most tactical and testing on the Australian sailing calendar.

At the top of the podium was *Smuggler*, owned and skippered by Sebastian Bohm. Their standout performance over the series earned Sebastian the Club's highest honour: Ocean Racer of the Year. Congratulations, Seb, we'll be watching with interest as your campaign continues to gain speed.

On the other side of the world, a CYCA team made history at the Congressional Cup in Long Beach, California - claiming bronze and becoming the youngest sailors to ever podium at the world's oldest annual match racing event.

Closer to home, CYCA crews were out in force across all four acts of the TP52 Pallas Capital Gold Cup. *Matador*, helmed by David Doherty, successfully defended both their IRC and TPR titles.

Back in April, we hosted our first Crew Connect – a relaxed social evening designed to bring together boat owners and potential crew. Whether seasoned offshore racers or newcomers to inshore sailing, attendees had the chance to mingle, share stories, and form new sailing partnerships. The evening was a fantastic success, sparking new connections across the fleet – and we look forward to making Crew Connect a regular fixture on the CYCA calendar.

We also farewelled the Admirals' Cup team, *Back 2 Back* and *Zen*, with a Q&A and send-off at the Club. Representing both Australia and the CYCA, we couldn't be prouder of the campaign. This duo is joined by *Whisper* for the Martin Illingworth Trophy, also part of the Rolex Fastnet Race. This teams event focuses solely on the Rolex Fastnet and teams consist of three boats, elected by a yacht club. The trophy is awarded to the club team with the lowest combined corrected time under IRC.

In June, we paused to reflect on the legacy of our Members at the CYCA Hall of Fame and Anniversary Dinner. Congratulations to our new inductees: Mike Fletcher AM, Graham Newland, Bill Fesq and Ted Kaufman. We also celebrated Members marking 20 to 60 years of membership – your commitment is what makes our Club the extraordinary community it is.



The Club is hard at work with constantly improving its infrastructure. Part of these improvements are the Lower Deck renovations, which are currently scheduled to finish in September ahead of a busy Summer. While dining on the Lower Deck is not possible at this stage we would like to thank all our Members and visitors for their understanding, knowing that we are improving the Club's facilities for years to come.

On the horizon?

CYCA Season Opener

CYCA's first-ever Season Opener kicks off the offshore season in style on 26 July 2025, centered around the start of the Noakes Sydney Gold Coast Yacht Race. Highlights include a spectacular spectator-boat experience aboard *Eclipse* with live commentary by talented sailors, followed by a lively Club afterparty featuring live music, food activations and festive vibes for all Members and guests.

Noakes Sydney Gold Coast Yacht Race

Launching on the same day, the Noakes Sydney Gold Coast Yacht Race marks the official beginning of the Audi Centre Sydney Blue Water Pointscore series. This 384-nautical-mile "Great Winter Escape" north to the Gold Coast. This race, now a firm CYCA favourite, has already attracted a strong fleet, with double-handed entries, strong representation of female skippers and international entrants.

Southern Cross Series & Trans-Tasman Yacht Race

The brand-new Southern Cross Series is a three-race international offshore championship, designed to slot seamlessly into both northern- and southern-hemisphere calendars. It begins with the 172nm Cabbage Tree Island Race on 5 December, followed by the iconic 628nm Rolex Sydney Hobart on 26 December and culminates in the CYCA's inaugural 1,270nm Trans-Tasman Yacht Race from Sydney to Auckland in late February 2026.

From launching new events to celebrating long-standing traditions, there's a real sense of momentum at the Club right now. I'm incredibly proud of everything happening across the CYCA, on and off the water and can't wait to see what this next year brings.

See you at the Club,

Dr Sam Haynes

Commodore ⚓





Superyacht 38

6006

GUSTO

BOON

3060

2025 LGT Crestone Winter Series.
Photos: CYCA | David Brogan



MID-WINTER MOMENTUM

In classic winter fashion, the LGT Crestone Winter Series fleet has experienced everything from glass outs to 25-knot southerlies for the 2025 season.

The series is the perfect training ground for new crew members, as well as crews looking to prepare for the Audi Centre Sydney Blue Water Pointscore.

The calibre of racing, as with every LGT Crestone Winter Series, has been of the highest standard – and that’s reflected by the scoreboard.

After six races (plus one abandoned race due to no wind), the top two yachts in majority of the divisions are separated by one or two-points.

In Division C, Christopher Taylor’s *Le Tiroflan* sits in fourth place, only-two points off *Borderline* and *Sommerbreeze* in equal first. *Clewless* is third.

Taylor said he was pleasantly surprised that his Pogo 40 *Le Tiroflan* managed to get the win in very light winds in Race 4, “considering the boat loves 25-knots in the ocean”.

To claw their way to first place, Taylor and crew have their work cut out for them.

“It’s nail-biting stuff at the moment,” Taylor said. “We have to keep our game up.”

In Division B, Tomas Simpson and Andrew Lygo have enjoyed a return to the world of sailing following a 25-year hiatus. The co-owners, who bought the J/111 *Justified* last year, are currently leading their division followed by *Local Hero*, second, and *Foreign Affair*, third.

“We have seen this as a great opportunity to get our family involved in the racing and build some strong teamwork and family connection,” Simpson said. “My son Tyler has done a great job putting the team together and keeping them on track.

“The weather has been interesting with varied winds. However, this is what we expect from the winter and it makes the racing interesting. We are looking forward to the rest of the series and hope that the handicapper is not too hard on us after our recent two wins.”

The 2025 LGT Winter Series competitors will be celebrated at a prizegiving ceremony on Friday 18 July. ⚓





2025 LGT Crestone Winter Series.
Photos: CYCA | David Brogan



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GRIT AND GRACE

Big turnout for LGT Crestone Winter Women's Series

The forecast for the first two races of the LGT Crestone Winter Women's Series was in stark contrast to the light conditions experienced in the LGT Crestone Winter Series. Both races saw the fleet race in 20-plus knot winds. *Offshore Magazine* caught up with some of the competitors ahead of the third and final race on Sunday 13 July.

Race 1

The rain forecast for Sunday 27 April subsided for Race 1 of the LGT Crestone Winter Women's Series to kick off the CYCA's Winter Season.

The 43-strong fleet made their way around the shortened course in quick progression.

The SE winds with gusts surpassing 20-knots suited Sarah Andrews and the *Zara* crew. The elegant Luders 47ft Ketch placed first in Division 2 Non-Spinnaker.

In fourth place was the Farr 30 *Foreign Affair* helmed by Winter Women's Series veteran, Lisa Wilkinson.

"We have a very experienced crew on *Foreign Affair* and we have sailed together for many years now, Wilkinson said. "It's their skills and expertise that makes helming really enjoyable.

"I like that I get to helm and improve my skills. Also, you never know if it's going to be eight or 25 knots which makes the LGT Crestone Winter Women's Series full of surprises."

In the spinnaker division, the heavier *Ciao Bella* shone in the strong winds. The Hanse 505, skippered by Amber French, placed first in Division 1 Spinnaker.

The crew opted not to fly a spinnaker, as the yacht was already "scooting along" at eight-knots on the course, which mostly consisted of reaching legs.

The crew was stoked with the result, even though it "might have ruined *Ciao Bella's* handicap" for the remainder of the series, French joked.





Photos: CYCA | David Brogan

Race 2

Race 2 of the LGT Crestone Winter Women's Series on Sunday 8 June did not disappoint.

With wind gusts surpassing 30-knots at times, the competitors flew around the course.

Lucy O'Brien helmed *Knot a Clew* to a race win in Spinnaker Division 2. *Knot a Clew* is now second overall, one-point behind *Sumatra*.

Despite *Knot a Clew* not flying a kite, the yacht still reached boat speeds of up to nine-knots.

"The race was definitely the most extreme conditions of all the races this winter season and also for all the LGT Crestone Winter Women's Series races I have helmed in," O'Brien said. "It was great fun compared to racing in the low winds we often experience in the LGT Crestone Winter Series."

The third and final race of the LGT Crestone Winter Women's Series is scheduled for Sunday 13 July. ⚓



KERMANDIE

river destination



Built in 1932 and positioned on the banks of the Kermandie River at Port Huon, Kermandie has served timber, orchard and river workers as well as travellers to the district for many decades. A heritage restoration was undertaken by Noakes Group as well as the development of an 80-berth marina making Kermandie a river destination for fine dining and four-star accommodation. Arrive by water or road and enjoy quality local wines and produce in the heart of the Huon.

www.kermandie.com.au



Start of the 2019 Noakes Sydney Gold Coast Yacht Race. Photo: Andrea Francolini



2025 Noakes Sydney Gold Coast Yacht Race

The 2025 Noakes Sydney Gold Coast Yacht Race kicks off on 26 July, bringing with it all the drama, strategy and endurance that defines great offshore racing.

Spanning 384 nautical miles from Sydney Harbour to the Gold Coast's Main Beach, this much-loved winter challenge promises a thrilling mix of tactical coastal navigation and potential fast-reaching conditions.

Now in its 37th edition, the race continues to attract top-tier talent from across Australia and beyond, with seasoned campaigners and ambitious newcomers all vying for early-season glory. It also marks the opening event of the prestigious 2025/26 Audi Centre Sydney Blue Water Pointscore and serves as a vital proving ground for teams preparing for the Rolex Sydney Hobart and Trans-Tasman Yacht Race later in the year.

From its spectacular start beneath the city skyline to the warm Queensland welcome at the finish, the Noakes Sydney Gold Coast is a bucket-list race.



Photos: CYCA | Andrea Francolini and
CYCA | Ashley Dart.



Start of the 2024 Noakes Sydney Gold Coast Yacht Race. Photo: Andrea Francolini

ABOUT THE NOAKES SYDNEY GOLD COAST YACHT RACE



START
26 JULY 2025, 1300 HRS AEST

DISTANCE
384 NAUTICAL MILES

RACE RECORD
22 HOURS, 33 MINUTES, 46 SECONDS

RACE SPONSOR
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1986



Season Opener

The 2025 offshore season will kick off in style with the CYCA's first-ever Season Opener, held on 26 July to coincide with the start of the Noakes Sydney Gold Coast Yacht Race. The celebration includes a premium spectator-boat experience aboard *Eclipse*, complete with live race commentary from expert sailors, before the action shifts back to the Club for an afterparty featuring live music, food activations and a vibrant atmosphere for Members and guests alike. Get your tickets today at cyca.com.au.

2024 NSGCYR Podium

Last year's Noakes Sydney Gold Coast Yacht Race saw *Voltstar Yeah Baby*, *Mistral* and *Tempo* claim the top three spots Overall. Twin brothers Louis and Marc Ryckmans took out first place with their Akilaria RC2 *Voltstar Yeah Baby*, securing their first major offshore victory with the yacht. Double-handed duo Rupert Henry and Greg O'Shea sailed the Lombard 34 *Mistral* to a hard-fought second, holding their own against much larger boats in challenging conditions. Rounding out the podium was *Tempo*, skippered by Michael Smith, who delivered a smart and consistent race to finish third Overall.

Where to Where

The race starts at 1300hrs in Sydney Harbour, just off Point Piper, before heading out through the Heads and turning left up the coast. The finish line is off Main Beach on the Gold Coast, north of Coolangatta. Along the way, the fleet sails past some of Australia's most iconic coastal landmarks, including Seal Rocks, Cape Byron, the country's easternmost point and the golden beaches of the Gold Coast.

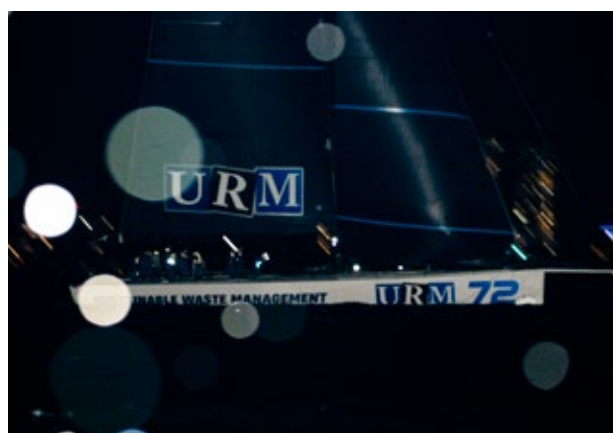
Finish Partner

Established in 1946, Southport Yacht Club is home to the GCCM Gold Coast Mackay Yacht Race and The Yacht Sales Co Sail Paradise Regatta. With four clubhouse venues across the Gold Coast it is known worldwide for its exceptional superyacht facilities and award-winning waterfront dining.

Prevailing Conditions

The Noakes Sydney Gold Coast Yacht Race is as much a battle of minds as it is of boats. Success relies not just on speed, but on smart navigation and reading the ever-changing weather systems along Australia's east coast. Conditions can shift dramatically - ranging from glassy calms to punishing southerlies - forcing crews to constantly adapt.

Adrienne Cahalan, navigator onboard *Wild Oats X* during their Line Honours win in the 2019 edition, describes the race as: "It can throw anything at you, a front can come through and suddenly you're running hard in 25 to 30 knots. Other times, it's very light and the big decision becomes whether to head offshore into the gradient breeze and battle the current, or stay inshore hoping to catch a land breeze. In my mind, this is one of the hardest races to navigate in Australia."





Last year's weather proved exactly that, unexpected. After several editions where the fleet battled light airs and hugged the coast in search of breeze, forecasts in 2024 predicted a strong southerly change. And for once, it delivered.

Boats charged up the coast in fast running and reaching conditions in the first two days of racing, turning the usual tactical squeeze into a high-speed offshore drag race. The fleet was then greeted with calmer weather on their final approach to Main Beach.

Start of the Offshore Season

The Noakes Sydney Gold Coast Yacht Race marks the beginning of the CYCA's offshore sailing season and provides a valuable pathway for Skippers to train and prepare new crew members for the season ahead. For many competitors, it's also the perfect launchpad to head north and take part in Queensland's stunning offshore races and regattas, while escaping the chill of the NSW winter. It's no wonder the NSGCYR is often dubbed "Great Winter Escape."



The 2025 NSGCYR Fleet so far

Over 50 yachts have registered to compete in this year's opening offshore event. Among them are first-time entrants like *First Light*, skippered by Elizabeth Tucker and seasoned campaigners such as *Pretty Woman* and *Antipodes*, who know every eddy and current along the coast.



International Contenders Join the Race

Three international entries will compete: *Bacchanal* from the United States, *Antipodes* from Hong Kong and *V5* from New Zealand. *Bacchanal*, a JPK 11.80 owned and skippered by Ronald Epstein, was built by JPK Pacific in Nowra and launched in November 2024. Though her crew had little time to familiarise themselves with the boat, they placed sixth overall in her maiden outing, the CYCA's Bird Island Race, instantly making their presence felt. JPK yachts have a stellar record in international competition and Epstein's team will be eager to head north after an early retirement from the 2024 Rolex Sydney Hobart due to a broken boom.

Spotlight on Double Handed and Women Skippers

Eight double-handed entries have been received so far, with many familiar names among them like *Avalanche*, *Blue Planet*, *Jupiter*, *Min River*, *Rumchaser*, *Toucan* and *Verite*. Six yachts will be skippered by women, including *Min River*, *Mondo* and *Currawong*.

Small But Mighty

Of the 50 plus yachts entered, 22 are under 40 feet in length. The smallest is *Currawong*, measuring just 9.1 metres. Launched in 1974, she's a sistership to *Zeus II*, winner of the 1981 Sydney Hobart Yacht Race. Skippered by owner Kathy Veel and Beth Higgs, this 30-footer may not set any Line Honours records, but in the right conditions, her trustworthy and robust design makes her a fleet favourite.

Strong Mid-Fleet Representation

More than 50% of the fleet falls into the 40 to 52-foot category. Amongst them is *Minerva*, a newly acquired Ker 40 owned by Edward Cox. Originally campaigned in New Zealand as *Icebreaker*, this will be Cox's maiden offshore race on this reaching and running focused yacht.



Photos: CYCA | Andrea Francolini and CYCA | Ashley Dart



Also racing for the first time is *First Light*, the Class40 skippered by Elizabeth Tucker. Having delivered her boat from Spain through the Southern Ocean with Cole Brauer, Tucker will sail with an all-female crew this season, aiming to create a pathway for passionate and ambitious sailors on a high-performance platform.

The TP52 Showdown

Six TP52s will line up on 26 July, including last year's Audi Centre Sydney Blue Water Pointscore winner *Smuggler*, who returns in full force, aiming to start the season strong. She will be joined by *Koa*, *Frantic*, *Highly Sprung* and the New Zealand entry *V5*. With a combined Kiwi and Australian crew, *V5* has a packed 2025 schedule, including the GCCM Gold Coast Mackay Yacht Race in August, RPYC's Sydney to Auckland Ocean Race in October and potentially the Rolex Sydney Hobart Yacht Race in December.

Skipper Brian Petersen has his fingers crossed for Hobart:

"If we've still got some money left and not too many of us have gotten divorced or whatever, we'll come back over and have a crack at the Hobart."

Photos: CYCA | Andrea Francolini and CYCA | Ashley Dart

Big Boats, Big Goals

The largest yacht in the fleet will be Grant Wharington's *Wild Thing 100*. With a new full-size rig, fresh sails and a longer bowsprit, the team is expected to set the pace offshore. They won't be the only team sporting upgrades, *URM Group*, skippered by Marcus Ashley-Jones but owned by the Johnston brothers will also race with a new rig. Owners Anthony and David Johnston and their team were the previous Audi Centre Sydney Blue Water Pointscore champions (2023/24) and while they'll be aiming to defend their title, their eyes will undoubtedly be on the crown jewel: the Rolex Sydney Hobart.

New Chapter for Moneypenny

Moneypenny returns to the Gold Coast race with a new owner and skipper, Robert Appleyard. While the boat is no stranger to the course, having won in 2022, they will be chasing results.

Past Winners

Over nearly four decades, the Noakes Sydney Gold Coast Yacht Race has been claimed by some of the biggest names in offshore sailing. From seasoned Hobart champions to emerging talents making their mark, this race has long been a proving ground for greatness.

Follow the race to find out who will add their name to the list of past winners and will claim the opening rounds of this year's Pointscore. ⚓



FOLLOW THE RACE

JULY 26 2025 START
1300 HRS AEST

WATCH THE LIVE TRACKER
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@Cruising Yacht Club of Australia

Cruising Yacht Club of Australia & Noakes Sydney Gold Coast Yacht Race

SEASON OPENER



Chartering the Course for the Season ahead

Celebrate the 2025/2026 Season Opener and join us aboard *Eclipse* for an exclusive front-row seat to the 37th Noakes Sydney Gold Coast Yacht Race on Saturday 26 July.

This is your moment to meet fellow Members, soak up the action on the water, and enjoy the club's warm hospitality.





Summer Champions Celebrate

Club Marine Short Ocean Pointscore

Michael Blaxell and his Highway Patrol crew ended the summer sailing season on a high, after they won the Club Marine Short Ocean Pointscore (SOPS) on PHS.

David Davies' BH 36 Local Hero placed second, and Kym Evans' Seaquest RP36 Whistling Kite placed third.

"Highway Patrol had some ups and downs in the SOPS," Blaxell said. "But luckily more going our way, than against."

"I would especially like to thank the crew, without who we couldn't have done the series. They all did a fantastic job, slotting in as and where needed, and learning along the way."

"And the boat? I must thank her. Over 40-years-old, and still trying to punch above her weight. Well done Highway Patrol."

Both the Local Hero and Whistling Kite crew landed on the podium twice. Local Hero won IRC Overall, Whistling Kite placed second and Matt Wilkinson's Farr 30 Foreign Affair placed third.

Additional Club Marine SOPS Pointscore winners include:

Division	Winner
Short Ocean Spring Pointscore PHS	Shine On - Team Calledina
Short Ocean Spring Pointscore IRC	Local Hero
Short Ocean Autumn Pointscore PHS	Highway Patrol
Short Ocean Autumn Pointscore IRC	Foreign Affair

Club Marine Short Haul Pointscore

Michael Selby's X412 Cyrene 3 held on to the Overall win on PHS of the 2024/25 Club Marine Short Haul Pointscore after the 11th and final race of the series was held on Saturday March 22.

Yputakiteup placed second to Cyrene 3 in the Overall series, followed by Gunnar Tuisk's Farr 50 Cadenza in third place.

Club Marine Short Haul Divisional Winners:

Division	Winner
PHS	Cyrene 3
IRC	Cyrene 3

Club Marine Ocean Pointscore

And it was the CYCA's 2024/25 Ocean Racer of the Year, Sebastian Bohm and the crew on board his JV TP52 Smuggler that won the Club Marine Ocean Pointscore on IRC Overall and IRC Division 1.

Other Club Marine Ocean Pointscore winners include:

Division	Winner
IRC Division 2	Borderline
Double Handed - IRC and PHS	Jupiter
PHS Overall	Shape
PHS Division 1	Virago
PHS Division 2	Wild West

Congratulations to these crews on their impressive displays of sailing.🚢

Summer 2024/2025 Prizegiving





Thank you to all our competitors for another fantastic summer racing season.

Congratulations to all our Pointscore and Prize winners.

Photos: CYCA | Ashley Dart.





RACE ACROSS THE DITCH

SAIL THE TRANS-TASMAN YACHT RACE
27 FEBRUARY - MARCH 2026

trans-tasman.cycaracing.com

80TH ROLEX SYDNEY HOBART YACHT RACE



The Cruising Yacht Club of Australia, together with the Royal Yacht Club of Tasmania, invites you to participate in the historic 80th Anniversary Rolex Sydney Hobart Yacht Race, starting Boxing Day 2025.

Entries close Friday 24 October at 1700 hours AEDT.

Attention Offshore Racing Fanatics: Introducing the Southern Cross Series

Attention all offshore racing fanatics seeking new adventures: The Southern Cross Series is a new offshore racing pointscore organised by the Cruising Yacht Club of Australia (CYCA), which coincides with the 80th anniversary of the iconic Rolex Sydney Hobart Yacht Race.

Comprised of three dynamic offshore ocean races, the series kicks off with the 172 nautical mile Cabbage Island Race on 5 December, followed by the highly anticipated 80th running of the 628 nautical mile Rolex Sydney Hobart Yacht Race on 26 December. The final race is the inaugural 1,270 nautical mile Trans-Tasman Yacht Race (Sydney to Auckland) on 27 February 2026.



Photo: ROLEX | Andrea Francolini.



Sebastian Bohm: Up for the Challenge

Sebastian Bohm and his *Smuggler* crew are riding high after a successful 2024/25 offshore sailing season with their focus now on three major events.

They plan to defend their 2024/25 Audi Centre Sydney Blue Water Pointscore champions title. Then there is the dream of winning the 80th Rolex Sydney Hobart Yacht Race Overall. To wrap up the 2025/26 season, they are focused on claiming the inaugural Southern Cross Series trophy.

Three races to test the best

The Southern Cross Series is a new three-race challenge spearheaded by race organisers the Cruising Yacht Club of Australia.

It consists of the Cabbage Tree Island Race (172nm) on 5 December 2025, Rolex Sydney Hobart Yacht Race on 26 December 2025 (628nm) and, the latest addition to the CYCA's offshore sailing calendar, the Trans-Tasman Yacht Race on 27 February 2026. Starting over the course of three days in a staggered start, competitors will race across the Tasman Sea, around the Northern tip of New Zealand to finish together in Auckland, with race finish partner, Royal New Zealand Yacht Squadron, home of the America's Cup.

Smuggler takes on its longest race

The JV TP52 *Smuggler* was the first yacht to enter the series. Owner/skipper Sebastian Bohm is bubbling with anticipation ahead of this new challenge.

His goal?

"We just want to win it," Bohm said.

Bohm, the CYCA's 2024/25 Offshore Sailor of the Year, has competed in 10 Rolex Sydney Hobarts, countless Noakes Sydney Gold Coast Yacht Races and, in 2018, he and his crew won the Ponant Sydney Noumea Yacht Race (1064nm) on board his Rogers 46 *Smuggler*.

Although he frequently travels to New Zealand for work, he is yet to do it via boat.

"To sail there will be a real buzz," Bohm said.



The Trans-Tasman Yacht Race will be the longest race he has attempted. Some might be wary about sailing so far with no land in sight for most of the race, but not Bohm.

"It's definitely a very different feeling knowing you're well out of range of a helicopter," he said.

"I am also looking forward to getting away from everything for a few days and focusing solely on sailing with my mates."

Navigating across the Ditch

Although Bohm is no stranger to offshore sailing, the Trans-Tasman race is a different kind of beast.

"The biggest challenge will be navigation and routing," Bohm said. "It will be long enough that we should sail through a few different weather patterns. Linking them all together and getting there as quickly as possible will be hard.

"Also, keeping the crew well rested and fed will be a challenge, and keeping everyone fresh to keep racing hard the entire way."

Australia versus New Zealand

Bohm looks forward to comparing Smuggler's boat speed to its New Zealand competitors.

"There has always been a great rivalry in all sport, and sailing between Australia and New Zealand we welcome any challengers from across the ditch," Bohm said. "We revel in the competition, and it just makes us sail faster."

There has always been a great rivalry in all sport, and sailing between Australia and New Zealand, we welcome any challengers from across the Ditch.

We revel in the competition, and it just makes us sail faster.

Post-race celebrations

No doubt the Smuggler crew will live up to their life-of-the-party status once they cross the finish line in Auckland.

"I get to Auckland regularly and know all the great spots," Bohm said. "It is a fantastic city, and I always love visiting.

"It will be such a buzz to sail into Waitematā Harbour and tie up in downtown Auckland and launch [celebrate]!"

Crews will enjoy enhanced celebrations as competitors across all fleet sizes are expected to arrive simultaneously due to the staggered start.

Enter now

Don't miss out on an adventure of a lifetime, enter the Southern Cross Series Now at cyca.com.au/southern-cross-series-overview/ . 📌



2025/2026 SOUTHERN CROSS SERIES

05 CABBAGE TREE
DEC. ISLAND RACE

26 ROLEX SYDNEY
DEC. HOBART YACHT RACE

27 TRANS-TASMAN
FEB. YACHT RACE

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TASMANIA

COME DOWN FOR AIR

Admiral's Cup & Rolex Fastnet Race

Meet the CYCA Team Competing for the Martin Illingworth Trophy



Rolex Fastnet Race. Photos: ROLEX.

The Cruising Yacht Club of Australia (CYCA) is proud to be competing in two prestigious interclub competitions — the revived Admiral's Cup and the Martin Illingworth Trophy — as part of the 2025 Rolex Fastnet Race.

While both the Admiral's Cup and Martin Illingworth Trophy are interclub team trophies, they each follow distinct formats.

Revived for 2025 to celebrate the Royal Ocean Racing Club's 100th anniversary, the Admiral's Cup brings together leading yacht clubs from around the world in a multi-race format. Teams of two yachts compete in inshore races, offshore races and the Rolex Fastnet Race, with points accumulated across all events. It's a showcase of consistency, versatility and team cohesion, and returns as one of sailing's most revered international titles.

The Martin Illingworth Trophy focuses solely on the Rolex Fastnet Race and teams consist of three boats, elected by a yacht club. The trophy is awarded to the club team with the lowest combined corrected time under IRC, it's a pure test of offshore performance. All three yachts must finish and remain free of scoring penalties (excluding one- and two-turn penalties).

The Cruising Yacht Club of Australia has nominated formidable offshore yachts for both the Admiral's Cup & the Martin Illingworth Trophy. *Back 2 Black* and *Zen* will represent both the CYCA and Australia in the Admiral's Cup, while they are joined by *Whisper* to complete the Club's three-boat team contesting the Martin Illingworth Trophy.



Photos: CYCA | Ashley Dart.



Gordon Ketelbey's well-campaigned TP52 *Zen* is a consistent contender on the IRC circuit. The yacht recently received a large amount of care, refinishing the bottom of the boat.

The modifications have been significant. The team first machined the keel bulb down to a thinner, lighter version and added new carbon rigging. Over the winter of 2024, they revisited the bulb again, filling a few pockets and shaving off additional weight from the outside. With the additional weight of the structure and waterproofing required for the offshore racing, they knew the boat was sitting 10mm lower in the water than designed, so the team had to work out how to get the boat back sitting on its lines without losing any of the boat's strengths. *Zen* is currently on its way to the UK for training alongside CYCA's *Whisper*.



Owned and Skippered by Sean Langman, *Black 2 Black* is a GP42 undergoing modifications and structural improvements for the long challenge ahead.

Langman knew that selecting the right yacht would be both a financial and strategic decision. But it also provided something more personal: "The smaller boat gave me the opportunity to optimise it, which is a process that I thoroughly enjoy." The search for a yacht led him to Khumbu, a Reichel Pugh-designed Fast 40.

As with any racing yacht, optimising Khumbu for top performance became a priority. Langman compares the project to his previous work on *Moneypenny*. "We found the boat stored nicely it had good bones, but bad trim and centre of gravity," he explains. The team has since gone to work to modify the GP42 and prepare for the intense season ahead.



The high performance Judel/Vrolijk 62, *Whisper*, is a mini-maxi that has dominated Australian regattas and offshore races for many years. Under her current owner, David Griffith, they recently won the 2024 SOLAS Big Boat Challenge in their final lead-up to Hobart where they finished fifth on IRC. The crew is a collection of some of sailing's biggest talents, including several CYCA Youth Sailing Academy Alumni. ⚓



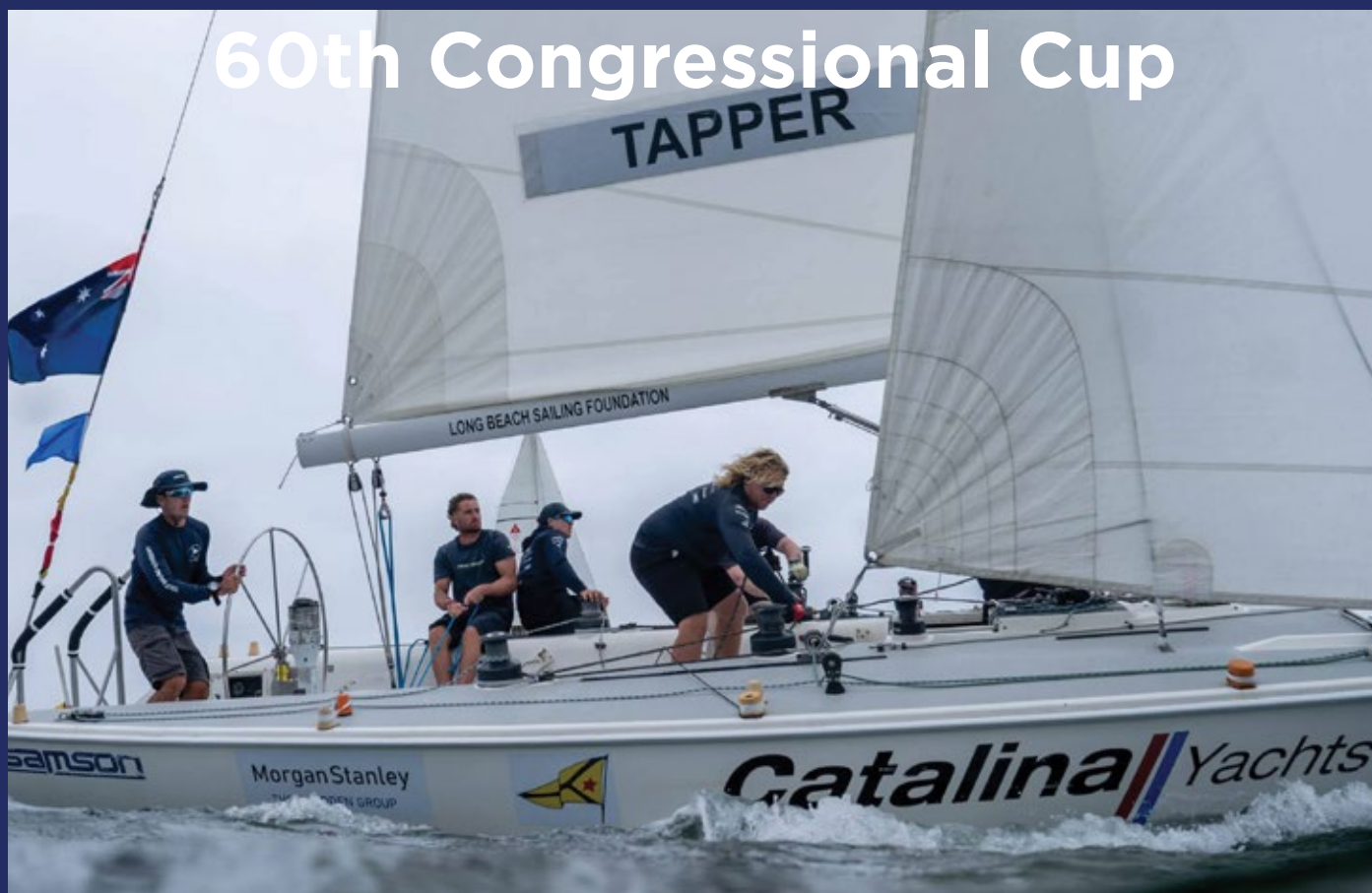
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ALIVE
SINCE / 1877

YSA Secures 3rd Place at 60th Congressional Cup



Cole Tapper, Jack Frewin, Max Brennan, Hamish Vass, Nathan Gulliksen, and George Richardson became the youngest competitors and the first CYCA team to podium at the prestigious Congressional Cup - claiming a bronze medal in the 60th anniversary edition.

Hosted by Long Beach Yacht Club, the milestone event, known as the “grandfather of match racing,” is the opening World Championship event for the 2025 World Match Racing Tour (WMRT) season. First contested in 1965, it is the oldest annually run match racing event in the world and has long been a fixture on the World Match Racing Tour.

Sailed in identical Catalina 37 yachts, races are conducted off the Belmont Veterans Memorial Pier in Long Beach, offering spectators fantastic viewing of the racing with the pier coming into play throughout the regatta.

This year's event featured ten of the worlds top international competitors from Australia, Canada, France, Italy, Sweden, Switzerland and the United States. This was the teams second appearance at the event, having finished 8th in 2024.

Tapper advanced to the semi-finals after a strong performance in the double round robin stage, qualifying in third position with 11 wins and 7 losses.

Heading into the semi-finals, the team faced two-time and defending Congressional Cup champions Chris Poole's Riptide Racing (USA), with YSA alumni Rob Scrivenor and fellow Australians Harry West and Ben Lamb on board. Tapper ultimately fell to Poole 3 - 0 in a hotly contested semi-final.

The team bounced back well though, defeating local hero Dave Hood's DH3 Racing (USA) in the petit-final 2 - 1 to claim third overall. Hood's team also featured YSA alumni Ted Hackney onboard.

The Finals Series went to the wire between Chris Poole and Swiss competitor Eric Monnin, who clinched the title with a 3 - 2 victory over Poole.





2025 Kellett Shield Regatta



Photos: CYCA | Ashley Dart

Cole Tapper, Nick Livermore & Hamish Vass helmed Forecast Global to victory in the 2025 Kellett Shield fleet racing regatta this past weekend hosted by the Cruising Yacht Club of Australia on a beautiful winters day on Sydney Harbour.

The Kellett Shield is the first regatta on the Youth Sailing Academy calendar with crews of three sailors on each Elliott 7 for a six-race program. A light and variable Sydney winters day saw six races by the Race Committee, led by Steve Merrington. The regatta features a unique crew configuration format which sees each crew member of each team having to helm two races across the day. This year seven teams from the CYCA's Advanced Squad competed with Tapper coming out on top over his 2024 World Championship crew Joel Beashel in second and Chelsea Williams in third.

Past Commodore David Kellett AM, who in 1994 donated the Kellett Shield to the YSA to help promote and build youth sailing presented the shield at the prizegiving following racing. His son Bradshaw, was also a member of the YSA at its inception in 1993. ⚓

2025 Hall of Fame Inductees



Each year, the Cruising Yacht Club of Australia honours its long-serving Members at the Hall of Fame and Membership Anniversary Dinner. The 2025 Dinner on Friday 13 June brought together Members and Friends in a joyous night of celebration.

Evening highlights include Admiral Chris Oxenbould AO RAN Ret'd receiving the CYCA Commodore's Medal, celebrations for 20, 30, 40, 50 and 60-year membership anniversaries, a tribute to our current Hall of Fame Members, and the induction of four new Hall of Fame inductees.



Photos: CYCA | Greta Quealy





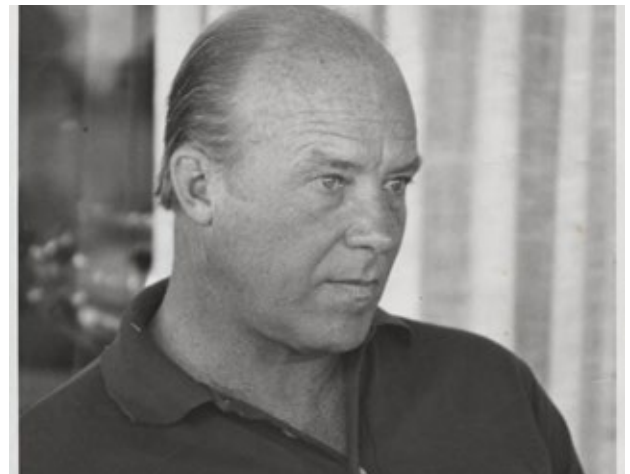
Mike Fletcher AM

A member since 1970, and known to most around the world simply as 'Coach', Mike's involvement in sailing stretches back over 75 years and includes success at the highest level.

He has been part of some of Australia's most iconic sailing moments, including the historic 1983 America's Cup win and nine Olympic Games—five as Head Coach. Under his leadership, his sailors have earned nine Olympic medals and multiple World Championship titles.

In recognition of his achievements, Mike has received numerous accolades, including 1978 Australian Yachtsman of the Year, 2006 Sports Professional of the Year, 2011 Australian Sailing Lifetime Achievement Award, and Member of the Order of Australia.

His sailing and coaching expertise also extended to offshore racing in the 1980s and 1990s. He competed in 15 Sydney Hobart Yacht Races, including as Sailing Master aboard Bumblebee 3, taking second place in the 1974 race and representing Australia in the 1975 Admiral's Cup. He also sailed aboard Queequeg, Margaret Rintoul, and Relentless, and served as Coach of the 1987 Australian Admiral's Cup team.



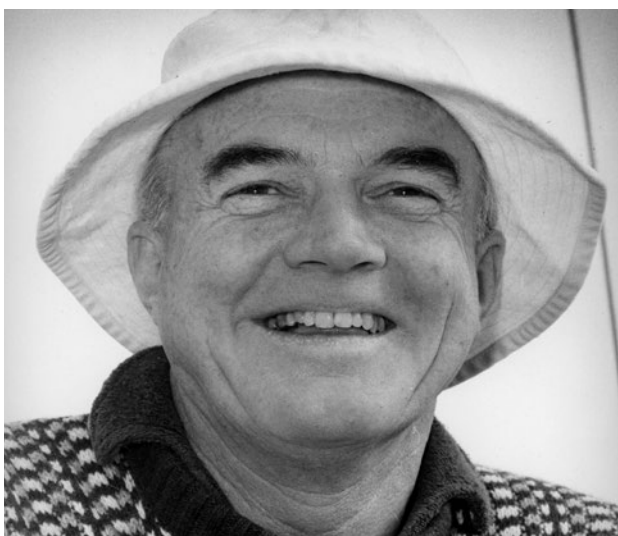
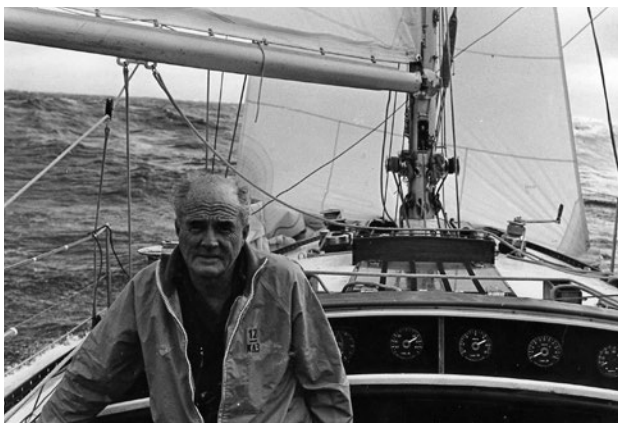
Graham Newland

A CYCA member from 1956 until the early 1980s, Graham Newland was one of Australia's finest yachtsmen — highly respected around the world. He sailed his first Sydney Hobart in 1954 and went on to compete in 11 races.

His sailing talent was unmatched. He won the Sydney Hobart twice with his own yacht Siandra, in 1958 and 1960, and continued to claim honours in major events including the Admiral's Cup, the World One Ton Cup, and the America's Cup, among countless other races worldwide.

As both an engineer and yachtsman, he was in high demand as a project manager for Australian-built yachts. He worked closely with legendary designer Olin Stephens as his Australian representative. Two of Graham's projects — Ragamuffin and Love & War — became some of the most successful yachts in Australian history.

Graham competed in the 1965 and 1967 Admiral's Cup teams as Sailing Master aboard Caprice of Huon, achieving second place in 1965 and securing victory in 1967, bringing great credit to the CYCA.



Bill Fesq

A Member since 1949, Bill Fesq was a competitor in the very first Sydney Hobart Yacht Race aboard *Mistral II*, and became one of Australia's most celebrated navigators. He later raced his own yacht *Fortuna* from 1949 to 1952 and went on to sail in 15 Hobart races.

He gained international recognition for navigating overseas entrants, including *Ondine* to Line Honours and a race record in 1962, and *Stormvogel* to Line Honours in 1965.

A former Commander of a torpedo boat in the English Channel during WWII, Bill was awarded a Distinguished Service Cross (DSC) and was involved in the Normandy landings. His wartime experience, particularly his understanding of tidal effects, proved critical to Australia's early Admiral's Cup successes in 1965 and 1967.

As Navigator aboard *Caprice of Huon*, Bill studied tidal models at Southampton University, which helped the yacht win three of the four races in the 1965 series. In 1967, he again navigated *Caprice of Huon*, and, alongside Stan Darling (*Balandra*) and Richard Hammond (*Mercedes III*), led the Australian team to victory in the Admiral's Cup — bringing honour to both Australia and the CYCA.

Ted Kaufman

A member of the CYCA from 1956 until his passing in 2014, Ted Kaufman began his sailing career in a Star class yacht before progressing to offshore racing. He competed in his first Sydney Hobart Yacht Race in 1962 aboard *Mercedes II* and went on to skipper his own yachts in eight Sydney Hobarts.

In 1966, Ted collaborated with the legendary Ben Lexen to design his lightweight ocean racing yacht *Mercedes III* — an innovative step forward in both performance and in the development of cold-moulded timber construction for larger yachts in Australia.

Mercedes III was an immediate success, followed by the slightly larger *Koomooloo* in 1968, which went on to win that year's Sydney Hobart.

Ted skippered *Mercedes III* to become the top-scoring yacht of the entire Admiral's Cup fleet in 1967, leading the Australian team—alongside *Balandra* and *Caprice of Huon* — to a historic victory against nine nations.

Mercedes III was again selected to represent Australia in the 1969 Admiral's Cup, this time alongside *Koomooloo* and *Ragamuffin*, with the team finishing second overall. Following their return to Sydney, *Mercedes III*, *Boambillee*, and *Ragamuffin* went on to win the Southern Cross Cup, further cementing Ted Kaufman's legacy in Australian yachting history. ⚓



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Crew Connect

A big thank you to everyone who attended the CYCA's inaugural Crew Connect: Navigating your Network event on Thursday 10 April.

It was a fantastic evening where owners and crew came together to make connections ahead of the LGT Crestone Winter Series and beyond.

The Club hopes the night helped its Members and friends find the right fit for your sailing goals this season - whether you're heading offshore, staying on the Harbour or just beginning your racing journey. The energy and enthusiasm in the room was a true reflection of the community we've built at the CYCA.

The Club will host its second Crew Connect event in September, offering sailors another opportunity to meet and grow their network towards the Audi Centre Sydney Blue Water Pointsscore.

In the meantime, the CYCA Concierge Service is here to find a boat for upcoming races.



Photos: CYCA | Greta Quealy

Don't Stop Me Now Corinthian Sailor Elizabeth Tucker takes on the World



Elizabeth Tucker had barely stepped on board a yacht before 2021. Fast forward to 2025, the English-born Tucker can now proudly claim the title 'seasoned sailor'.

Tucker, who has called Australia home for 17-years, gained traction in the local sailing community after she sailed her newly purchased yacht Class40 First Light from Spain to Australia with former owner and world-record holder Cole Brauer.

Now, Tucker has entered First Light in the 2027/28 Global Solo Challenge (GSC) – a 'budget-friendly' around-the-world race.

And upon First Light's arrival in Sydney Harbour on 20 February, after 74-days at sea, she announced her ambitious plan to recruit an all-women team to compete in the 80th anniversary of the Rolex Sydney Hobart Yacht Race.



During a Q&A with Offshore Magazine, Tucker shared her inspiration for competing in this year's Rolex Sydney Hobart, valuable sailing lessons learnt from Cole Brauer and her favourite reality TV show to watch offshore.

Spain to Australia

When did you first discover sailing?

Just over four years ago. I started with my Competent Crew course and did my first race on Bryan Moore's Shibumi six months later, and that was it, I was hooked. It became clear pretty quickly that this wasn't just a hobby, it was something I wanted to build my life around.

How has it been getting used to life on land after your journey from Spain to Australia?

Challenging! I came back jobless, homeless, with a program to launch, funding to find, and a boat to maintain. It's been a lot. I've missed the simplicity and serenity of life at sea – just me, the boat, and the ocean. There's something really peaceful about it, even when it's wild.

What was the highlight from your journey back home?

There were so many. But either jumping overboard for a New Year's Day swim in the St Helena High [a volcanic and tropical island in the South Atlantic Ocean] or blasting into Hobart in 50 knots. One was calm and surreal, the other pure chaos – both were magic.

What was the biggest challenge of the delivery?

Putting the whole thing on social media. I didn't really use it before, and I'm (or was) quite a private person, so putting myself out there for the world to see was challenging. Hearing my own voice on repeat? Like nails on a chalkboard. Watching myself over and over while editing reels? A special kind of torture. But weirdly, I'm getting used to it – maybe even enjoying it (a little).

What were the biggest lessons learned from Cole?

There were heaps, but the biggest was learning the boat. We covered over 14,000 miles together in some seriously tough conditions. I came away knowing First Light inside out – how she likes to be sailed, when she's happy, and when something's not quite right.



How did you improve as a sailor as a result of that trip?

My confidence skyrocketed. I didn't notice it at the time, but looking back now, I sail completely differently. I see more, feel more, and anticipate things I wouldn't have noticed before. Everything feels more instinctive.

Hot Sauce Heaven and MAFS

What did you eat on the journey home?

It was all freeze-dried, and we tried to keep it varied, but there's only so much you can do. It was hard to eat enough to keep up with how much energy we were burning. We both lost a lot of weight. Nutrition is something I'm looking into properly for the GSC.

What was your favourite meal/snack to have while at sea?

Hot sauce – if you put enough on anything, it tastes great! It basically became a food group. All our meals were freeze-dried, so they were dry and bland unless you got creative. That's why I'm so glad to now have On Track Meals as a sponsor. Their meals are ready to eat (not freeze-dried) and taste like real food. Total game-changer for coastal racing. These meals have texture and flavour – not just “hot water and hope”.



What was the first meal you had when you arrived in Hobart and Sydney?

In Hobart, the second we stepped off First Light we got avocado on toast. In Sydney, it was an Aperol Spritz. Honestly, I don't think I ate that day – it was all a bit of a daze.

What did you do to pass the time at sea?

I'd never really watched reality TV before, but my friends were watching Married At First Sight (MAFS) back home and it was a fun way to feel connected. Cole, on the other hand, loves reality TV – so we had some great debates about the characters and their choices.

I didn't read any books, which I regret. Something I'll do differently on my solo sail is turn Starlink off more often and properly disconnect. You miss the full experience when you're always a bit plugged in.

2027 GSC

You are competing in the 2027/28 GSC on First Light – how do you feel about a solo journey after spending more than two months at sea?

Super excited. I honestly can't wait to get back down to the Southern Ocean. I know I'll probably be silently cursing myself a week in, wondering what I was thinking, but that's part of the point. If it wasn't a bit terrifying, it wouldn't be worth it.

Of all the races to choose, why did you set your sights on competing in the GSC?

I've wanted to sail around the world solo for a long time, and I was completely hooked on watching the inaugural GSC in 2023/24. Then one night I was out having drinks, saw that the 2027 race had been announced, and got talked into going for it. It was one of those spontaneous moments that ended up changing everything – still one of my favourite memories.

What are you most looking forward to in the GSC?

Honestly? The solitude. Stripping life back to its simplest form. There's something powerful about relying solely on yourself – mentally, physically, emotionally and proving to yourself that you can do it.



Tell me a bit about your team who are helping you work towards your goal.

I honestly wouldn't have made it this far without the people around me. Friends, mentors, and some really generous souls have stepped in in ways I never expected – from looking after my car while I was at sea, to giving me a place to stay, feeding me, helping with boat work, talking me through tough moments, and reminding me to breathe when it all felt overwhelming.

When I made the decision to leave my jobs as a Chief Financial Officer and chase my dreams, I thought there'd be moments of regret. But I've never had one because whenever things have felt impossible, someone has been there to lift me up and remind me why I'm doing it. I've had people believe in me even when I was struggling to believe in myself. That kind of support is everything. I don't take any of it for granted.

Rolex Sydney Hobart Yacht Race

You are competing in the 80th Sydney Hobart Yacht Race with an all-women crew. How's it been going so far?

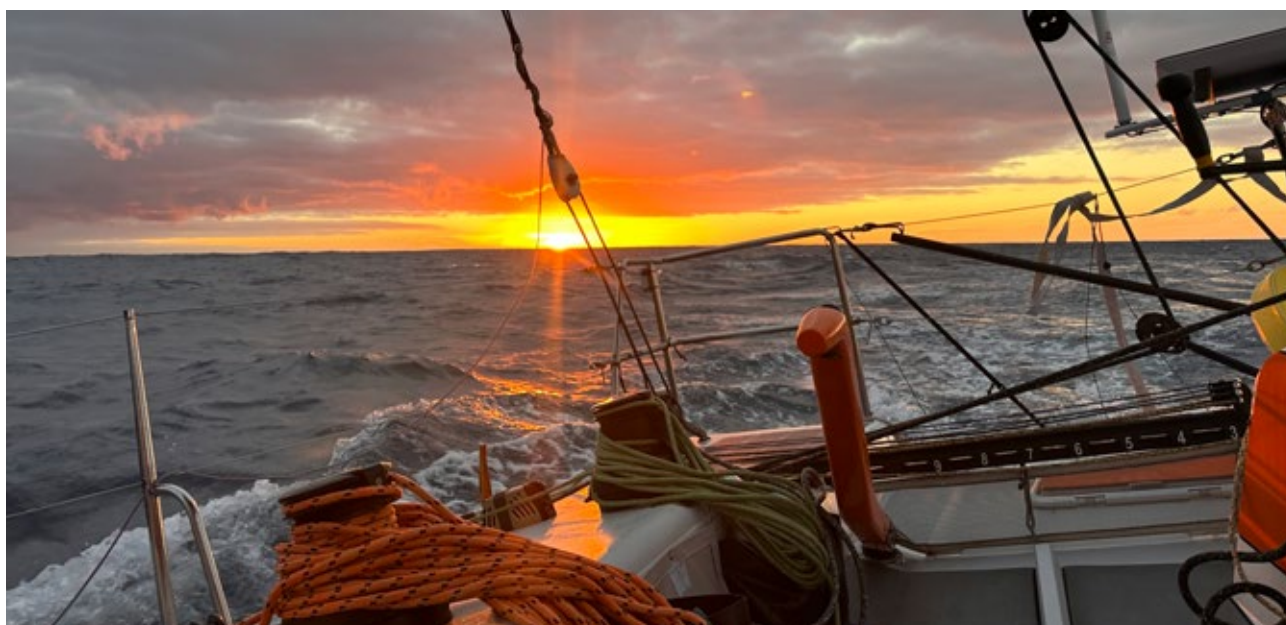
This is where my true passion lies. I'm so excited to be training women alongside me on First Light and building a strong, capable team for the 80th Rolex Sydney Hobart. The squad has been selected, and we're now into training. Their enthusiasm and energy has been incredible. There's such a strong mix of courage, curiosity, and drive. We're learning fast, pushing limits, and forming something special together. Watching these women grow in confidence and skill and fall in love with ocean sailing the way I have is the most rewarding part. It's early days, but I already know this will be one of the highlights of my entire campaign.

What are you most looking forward to?

Watching the transformation. These women didn't come in with assigned roles, everyone is learning the whole boat, every system, every sail change. It's full immersion. I can't wait to see them step into the race with confidence, knowing they've earned their place through hard work and teamwork. Seeing them helm, trim, repair, and problem-solve as a tight-knit crew – that's what I'm most looking forward to. That, and sharing the joy of sailing into Hobart together.

Why is it important to have an all-women crew?

Because offshore racing is still very male-dominated, and experience is everything. This program gives women real opportunities to gain skills, sea miles, and belief that they absolutely belong out there.



You first competed in the Rolex Sydney Hobart in 2021 on board the beautiful Swan 65 Eve. That's a bit of a transition from a comfortable 65-footer to your Class 40 First Light?

Massive transition! Both boats are made for the ocean and stronger than most of the fleet – but they're completely different animals. Eve is a shire horse: strong, steady, and incredibly comfortable. First Light is a racehorse – fast, lean, and high-strung. She's dry down below (thankfully!), but the setup is stripped-back and much more physical. You feel everything. She keeps you on your toes, and I love that about her.

What does your training look like post-Sydney Hobart, ahead of the 2027/28 GSC race start in Spain?

The focus shifts to solo sailing after the Hobart. I'll be doing qualifying passages, solo races, and targeted training blocks covering things like electronics, rigging, sleep management, and heavy weather. There's also a lot of boat work – refits, upgrades, and ongoing maintenance. It's a mix of seamanship, systems, and sheer miles. Every hour on the water counts.

Family and Work

What does your family think of all your sailing endeavours? They must be proud.

They are – even if they sometimes don't understand why I'd want to do something like this! My mum still runs the pub I grew up in and she's proud in her own quietly fierce way. I think for them it's less about the sailing and more about seeing me do something I love and stick with it, even when it's hard.

You stopped work as a Chief Financial Officer in 2023. How have you enjoyed life as a full-time sailor? And how are you able to support this lifestyle?

It's been the most fulfilling and financially terrifying decision I've made. I gave up stability to chase something big, and I've self-funded most of it so far. I'm now building a consulting business alongside the campaign and working hard to bring on sponsors and partners who align with the mission. It's not easy, but I wouldn't trade it for anything.

It's impressive to see how your sailing journey has flourished in such a small amount of time.

I'm proud of how far I've come, especially given how new I am to the sport. But I also feel like I've only just scratched the surface. There's so much more to learn, and that's what keeps me motivated.

And you grew up in England but have been living in Australia for some time now?

Yes – I grew up in a pub in Buckinghamshire and moved to Sydney 17 years ago. England raised me, Australia gave me a new life, and the ocean is where I've really found myself. ⚓



From the Archive

Honouring Eight Decades of the Sydney Hobart



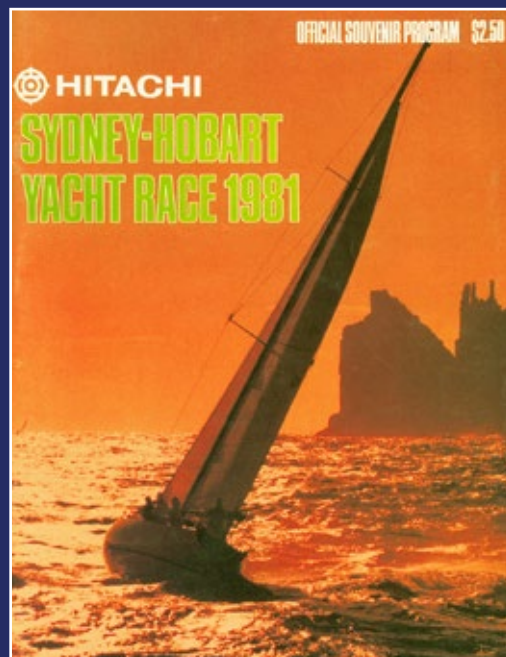
The crew of Kathleen participating in the first ever Sydney Hobart Yacht Race.



Souvenir Programme for the 1952 Sydney Hobart Yacht Race.



Start of the 1962 Sydney Hobart Yacht Race.



1981 Sydney Hobart Race Program



Start of the 1979 Sydney Hobart Yacht Race



1982 Sydney Hobart Program.



Condor of Bermuda racing out Sydney Heads in the 1979 start.



*Seaquest sailing in the 1982 Sydney Hobart.
Photo: Richard Benett.*



Brightside racing around Tasman island in the 1994 Sydney Hobart.



Start of the 1994 Sydney Hobart.



2002 Rolex Sydney Hobart Yacht Race. The first year of the Rolex partnership.



SUN SHINES ON THE 2025 GREAT VETERANS RACE

*A celebration of classic yachts, racing heritage and
Sydney Harbour at its finest*

Glorious sunshine and light breezes set the scene on Saturday 10 May as the much-loved Great Veterans Race brought Sydney Harbour to life. This annual race honours the rich heritage of the Sydney Hobart Yacht Race and blue water sailing, with a stunning fleet of classic yachts returning to the water to relive the golden days of ocean racing.

A total of 28 yachts joined the fleet, including 20 timeless Classics and five proud Modern Classics, all racing under the popular pursuit start format.

The 2025 Great Veterans Race underwent a category update ensuring even better alignment with the historic 80th Rolex Sydney Hobart Yacht Race, taking place this December. The former “IOR Era” division was rebranded to “Modern Classics,” and the eligibility window was extended by five years. Now, yachts launched between 1976 and 1995 that have competed in a Hobart were eligible under this revised category.

The Classics division remained unchanged, welcoming yachts launched before 1976 that have also contested the great race south.

This category change will also be applied to the 2025 Sydney Hobart Classic Yacht Regatta, which takes place in December.

To honour the rich history of the race and the contribution of classic yachts, the addition of the IRC Divisions for Veterans and Grand Veterans will again be conducted for the 80th Rolex Sydney Hobart. The IRC Grand Veterans Division will be open to boats with a launch date prior to 1976. IRC Veterans will be open to boats with a launch date between 1976 and 1995.



Photos: CYCA | Andrea Francolini



Following the race, crews gathered shoreside for a relaxed and festive prizegiving, thanks to our prize partner, Red Mill Rum. Their pop-up bar proved a popular addition, with every sailor welcomed with a complimentary drink and each divisional winner receiving a delicious, rum-infused prize.

A heartfelt thank you to all participants and supporters who helped bring the spirit of the Great Veterans Race to life once again. We look forward to seeing these classics and modern legends back on the Harbour in 2025! ⚓

Great Veterans Race Results	
DIVISION 1	Defiance
	Love & War
	Patrice II
DIVISION 2	Solveig
	Jasnar
	Western Morning
MODERN CLASSICS	Sagacious V
	Wild Oats
	King Billy

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Ponant Sydney Noumea Yacht Race draws to a close



Photos: CYCA | Ashley Dart.

The 2025 PONANT Sydney Noumea Yacht Race concluded on Sunday 1 June with all three competing yachts officially retired.

Sunday afternoon, *Wild Thing 100*, the last remaining boat on course, made the decision to retire with approximately 800 nautical miles to the finish. Skipper Grant Wharington cited concerns about the yacht's new mast setup in the forecasted upwind conditions, prioritising crew and equipment safety.

"We have had to make the unfortunate decision to pull out of the race," said Wharington. "Our new mast is not set up as well as it could be for another 800 nautical miles in 25 knots sailing upwind. This is hugely disappointing, but safety of crew and equipment can never be compromised. We are looking forward to the Noakes Sydney Gold Coast Yacht Race in July and extend our thanks to everyone for their effort in making this race run."

Earlier in the race, *Pacman* (DH) retired due to time constraints, and *Llama II* retired following rudder damage.

After a 25-year hiatus, the race was successfully revived in 2018. However, its momentum was soon stalled by the COVID-19 pandemic, which forced cancellations in 2020 and 2022. International

travel restrictions in 2024 continued to impact the viability of the event, ultimately leading to the postponement of the 2024 race and pushing its long-awaited return to 2025.

The Cruising Yacht Club of Australia thanks all entrants, supporters, race sponsor PONANT and finish partner Cercle Nautique Calédonien for their commitment. ⚓





*2025 Ponant Sydney Noumea Yacht
Race Start. Photo: CYCA | Ashley Dart.*



As part of the CYCA's commitment to keeping the racing calendar both relevant and engaging for members and competitors, the Club is excited to introduce the new summer program.

Vice Commodore and Sailing Committee Chairman David Jacobs said "our goal was to not only to provide an interesting racing calendar but to provide more opportunities for crews to develop their skills, build experience, and encourage wider participation across the fleet. To guide this process, we undertook a comprehensive review of our existing calendar and actively sought feedback through forums and surveys with our sailing community."

Early feedback has been overwhelmingly positive, with many describing the new format as exciting and interesting.

Summer Series Merges

The most notable change is the introduction of the Summer Short Offshore Series (September-March). This series will replace the Club Marine Ocean Pointscore, Short Ocean Pointscore, and Short Haul Pointscore. It will feature a mix of five coastal windward/leeward races and six passage races, with both spinnaker and non-spinnaker divisions. The Series will continue to facilitate pathways into offshore sailing and grow participation in the sport.

The Series will also have a double handed division to provide a training and racing platform for our double handed fleet.

For added flexibility, the series will also offer:

- **Spring Pointscore** – All races before Christmas
- **Summer Pointscore** – All races after Christmas
- **Windward/Leeward Pointscore** – Five high-intensity W/L races
- **Passage Pointscore** – Six tactical passage races

Fan favourites return

A number of races from last season remain a feature in the 2025/26 calendar.

Our inshore series, including the Monday and Wednesday Twilights and our Winter Series will remain unchanged.

Major Changes to the Sailing Program



Night Harbour Series expands

The hugely popular Short Haul Pointscore night races are getting their own series.

The aptly named Night Harbour Series is a six-race, non-spinnaker monthly series on Friday evenings from September to March.

This series is tailored to attract sailors seeking more experience sailing at night, especially those with offshore sailing aspirations.



One-design racing

TP52s, Fast 40s, Cape 31s and other classes are catered to with a Grand Prix Racing Series which will consist of "windward/leeward style racing and potentially a passage race for some classes".

Craig Neil, CYCA Director and Australian TP52 Association President has high hopes this series will encourage international competitors to experience racing in the Southern Hemisphere

"We aim to get more boat owners into the sport," Neil said. "We're trying to build sailing that actually develops people."

He is also an advocate for the windward/leeward race format.

"I think windward/leeward racing develops sailors really well," Neil said. "You learn more going around corners [buoys] than in straight lines."

"There's something for everybody," Neil said. "You can sail every day the week." ⚓



The Pallas Capital Gold Cup is a premier race series dedicated exclusively to the TP52 class, high-performance grand prix yachts renowned for their speed and their tight-fought competition. This four-regatta series combines the best of both worlds: intense inshore windward-leeward races and short offshore passage racing, delivering a comprehensive challenge for crews and tacticians alike.

The main objective by the organising association is to foster a competitive yet inclusive racing environment, the Gold Cup provides a level playing field through the use of IRC and TPR handicap systems. It also offers valuable pathways for youth sailors to gain experience aboard some of the most competitive race yachts in the country.

Contested by some of Australia's most talented sailors, including a strong contingent of competitors from the Cruising Yacht Club of Australia - the Pallas Capital Gold Cup is helping to shape the future of TP52 racing with a diverse and exciting calendar designed to support the class' growth nationally.

Act 1 | Sydney - Overview

The opening act of the 2024 Pallas Capital Gold Cup for the TP52 Australia class was sailed as part of the Nautilus Marine Insurance Sydney Harbour Regatta on 1-2 March and it was *Matador* who set the pace early. Defending champion David Doherty's team started their title defence in style, claiming victory on both IRC and TPR.

Despite a shaky weather forecast, the fleet was treated to solid racing conditions following the arrival of a timely southerly. *Matador's* navigator, Alice Tarnawski, credited the positive onboard atmosphere and continual improvement as key to their strong performance across the weekend.

While *Matador* stole the headlines, Mark Spring's *Highly Sprung* turned heads with their first-ever win on both IRC and TPR in Race 3. "We're in the game," Spring said after the race, thrilled with the result from a relatively new crew.

Sebastian Bohm's *Smuggler* also impressed, finishing second on TPR and third on IRC, with Bohm likening the exhilarating offshore-style conditions in Race 4 to a mini-Hobart experience. "We were sending it hard," he said of their charge through the fleet.

Hooligan, skippered by Katie Spithill in the absence of Marcus Blackmore, came away with second on IRC and showcased their trademark downwind pace, hitting 20 knots of boat speed and earning high praise from Spithill: "It's the wettest I've ever been as a skipper, but so fun!"

Rounding out the TPR podium was *Koa*, skippered by Andy Kearnan, who also took out top Corinthian honours, further cementing the TP52 class as a platform for both professional and passionate amateur sailors.



Matador defends TPR & IRC titles in 2025 Pallas Capital Gold Cup

Photos: Nic Douglass for @SailorGirlHQ.

Act 2 | Newcastle - Overview

The second act of the 2024 Pallas Capital Gold Cup for the TP52 Australia class was sailed from Newcastle Cruising Yacht Club as part of SailFest on 22-23 March, delivering a dramatic mix of conditions and strong performances.

A highlight of the weekend was the return of Gordon Ketelbey's *Zen* to the TP52 fleet as a casual entry. With recent modifications, a refreshed crew and the addition of Chris Nicholson and Tom Addis to the afterguard, *Zen* quickly proved they're a force to be reckoned with. The team showed blistering pace in Sunday's lighter conditions, claiming line honours and winning both final races on IRC. "We beat the mighty *Hooligan* and *Matador* on scratch, twice!" exclaimed Ketelbey. "We're working hard to get ready for the Admiral's Cup and today's conditions were exactly what we're expecting in the Solent."

Despite *Zen*'s charge, consistency remained the name of the game for David Doherty's *Matador*, who continued their dominant form from Act 1 to top both IRC and TPR for Act 2. "They came to teach us all a lesson today," Doherty said of *Zen*, "but we just keep sailing, do what we do, and see what happens."

Saturday's racing featured a scenic passage race complete with tugboat send-off, followed by

two offshore windward-leewards in a steady southeasterly breeze. The usual suspects, *Matador*, *Hooligan* and *Zen*, battled for top spots, while *First Light*, *Smuggler* and *Koa* held their own in the mid-fleet fight.

The second day of racing brought more tactical challenges with rain, light breeze and heavy shifts testing every team. *Koa*, skippered by Andy Kearnan, thrived in the trickier final race to finish second on IRC and win TPR, claiming the overall Corinthian title for Act 2.

The nine-strong fleet faced its share of setbacks too, *Virago* retired after suffering runner block damage, while *First Light* raced without instruments, still managing to hold pace.

Act 3 | Port Stephens - Overview

Act 3 of the Pallas Capital Gold Cup for the TP52 Australia class unfolded at Sail Port Stephens with four races completed before severe weather brought the regatta to an early close. With winds forecast to exceed 40 knots and visibility rapidly deteriorating, the final day of racing was abandoned.

The regatta brought a mix of conditions, flat-water inshore sprints, a challenging offshore passage race and fast-moving tides that tested every team. *Hooligan*, under the guidance of tactician Malcolm Page, executed a smart, refined game plan to take

three bullets on IRC across the opening day. Page credited their win to a renewed focus on sailing their own race. “You can’t sail someone else’s boat,” he noted. “Sport is meant to be hard... it’s what keeps me coming back.”

David Doherty’s *Matador* finished third on IRC and second on TPR, despite a tough moment in Race 2 where they hooked the top mark and had to recover with a penalty turn and a crew member overboard to clear the snag.

Matador ultimately took the win on both IRC and TPR, with *Koa* and *Smuggler* finishing second and third on TPR. On IRC, *Matador* was joined on the podium by *Hooligan* in second and *Smuggler* in third.

The standout TPR performance from *Koa* capped off an impressive fortnight for Andy Kearnan’s team, having also won the RPAYC’s Pittwater to Coffs Harbour Race. “To be able to race offshore and then back it up inshore, it just shows how versatile these boats are,” Kearnan said. “We’re stoked.”

While the final day’s abandonment was disappointing for some, it preserved the high standard of safety the class maintains. “Terrible conditions, but what can you do,” said *Matador*’s Doherty. “It’s all on the next one now.”



Act 4 Overview

The 2024 Pallas Capital Gold Cup concluded in dramatic fashion over the weekend with Act 4 hosted by the Royal Prince Alfred Yacht Club on Pittwater. Fierce short-course racing, a strong nine-boat fleet and challenging conditions marked a fitting finale to the TP52 Australia four-act series.

Sebastian Bohm’s *Smuggler* delivered an outstanding performance to win Act 4 on TPR, but it wasn’t quite enough to dethrone David Doherty’s *Matador*, who successfully defended their overall title with back-to-back series wins on both IRC and TPR.

“It’s not me,” said Doherty humbly. “It’s the team, we’ve got the greatest group of people on that boat.”

Photo: Nic Douglass for @SailorGirlHQ.

Hooligan, skippered by Katie Spithill in the absence of Marcus Blackmore, sailed an impressive series to win IRC honours in Act 4 and finish second overall for the season. Spithill highlighted the team’s focus on progression throughout the season. “Less mistakes, more gelling with the crew, it was a really exciting way to end the series,” she said.

Smuggler’s tactician, Steve McConaghy, credited their consistency and versatility across the season. “To compete against inshore specialists like *Hooligan* and *Matador* with an offshore boat says a lot about the crew we’ve got. Same team across all four events and that’s made the difference.”

In the Corinthian division, Andy Kearnan’s *Koa* again led the pack, claiming back-to-back season wins and showcasing the strength of their amateur programme. “The TP52s are just such versatile boats,” Kearnan said. “To go from offshore wins to tight inshore racing and perform in both is a credit to the platform.”

The series final day featured tight racing in every start. *Matador* opened strongly, taking the first two races on both IRC and TPR. As the breeze built on day one, *Smuggler* surged back with wins in Races 3 and 4 on TPR and took Race 3 on IRC, while *Hooligan* took Race 4 on IRC.

Newcomers *First Light* “Blue”, chartered by RPAYC Rear Commodore Peter Farrugia, impressed with dual fourths overall and a standout second on TPR and third on IRC in Race 3. “We had a lot of fun,” Farrugia said. “Great teamwork and some very smart heads guiding us around the course.”

Sunday’s finale delivered even more tension. *Matador* responded to early pressure with a commanding win in Race 5, effectively sealing the overall series. In the final race of the season, *Smuggler* staged a superb recovery after a poor start to win on TPR and lock in third overall. *Hooligan* secured the win on IRC, claiming the Act 4 title in that division.

“Such a great class,” Spithill concluded. “The whole fleet has lifted—everyone is putting in the time, the gear, the crew. It’s competitive, but it’s also an amazing community.”

With more teams showing form and the racing tighter than ever, the 2024 Pallas Capital Gold Cup closes with a clear message: the TP52 Australia class is growing, sharpening and showing no signs of slowing down. ⚓



2025 Ponant Sydney Noumea Yacht
Race Start. Photo: CYCA | Ashley Dart.

The THE RETURN OF CYCA'S WINTER SUNDAY TRADITION Breakfast Club



The Breakfast Club

When Offshore Magazine sat down with Valerie Mallet and Gail Bearman to discuss the Breakfast Club, they were debating dates – did it start in 1980 or 1981? But whether 2025 marks the 45th or 44th anniversary, the Breakfast Club is integral to the CYCA's DNA.

The beginning

According to Bearman, the Breakfast Club was initially launched to offer a hearty breakfast and friendly meeting place for sailors in the Sunday Winter Series.

It was co-founded by three friends over a beer in the Members Bar – Alan “Brownie” Brown, Bill “Twitty” Thompson and Alan “Knocker” White, who were joined by James “Jumbo” Fawcus and John Barrett. The final four in the original group were Gail Bearman, Les Mclean, Kay Milne and Phil Grounds.

Bearman has deservedly been recognised as a life member for her invaluable contributions to the CYCA. In addition to the Breakfast Club, she led the Sydney Hobart Yacht Race onshore volunteer team for many years, she was President of the Associates Committee for five years, and from 1979 to around 2021 she “penciled in” race results on the start boat. She met her husband Richard “Dickie” Bearman at the Club. Richard was a Sailing Master on big yachts and competed in 27 Sydney Hobarts.

“It’s been a big part of our lives,” Bearman said.

What’s on the menu

Every Sunday the Breakfast Club crew arrive at 7am and open shop at 8am to provide breakfast to CYCA winter series’ sailors.

The menu has remained mostly unchanged. It’s short and sweet. Sailors can choose the full breakfast, the half breakfast, bun on the run, eggs on toast or jam and toast. The full breakfast has been a long-time favourite of many sailors. On a chilly winter’s morning, you can’t go wrong with two eggs, two sausages, baked beans, toast, tomato, onion and a hash brown.

Breakfast Club volunteer Valerie Mallet, who co-owns the yacht Sommerbreeze, said there's no time to muck about with three chef-hat fare on the barbecue from 8-10 am. But she was willing to "upsell" to keep customers happy.

"A lot of people get a bun on the run [two sausages, bun, tomato and onion] with an egg," Mallet said with a chuckle.

The current Breakfast Club team have formed special relationships with the regulars. For as long as they can remember, they have put aside two burnt sausages for one particular customer. Another member collects the crust from the bread to feed the fish at the marina.

CYCA Members appreciate the positive energy and sense of community the Breakfast Club team fosters.

Neil Burling, who sails in the series on his yacht Baltic Lady after barbecue duty, said: "Somebody who just joined the team said to me, 'This [the Breakfast Club] is the Club. This is why I come. The Breakfast Club has to continue because it's the beating heart of the Club'."



Five of the original Breakfast Club team members in 1989. Credit: The Breakfast Club

Legacy

When it started, the Breakfast Club was well supported with up to 200 brekkies served every Sunday morning, a figure which has been pretty much maintained over the years.

The club has always raised money for various different organisations and charities – from VHF radios for the Youth Sailing Academy (YSA) to annual donations to SOLAS (Safety of Life at Sea). In 2024, according to Burling, the Breakfast Club raised around \$7000 in donations.

"But perhaps the most significant purchase the team has donated, which Alan "Brownie" Brown undertook, was organising the construction of the two replica cannons, which have been fired to start the Sydney Hobart Yacht Race since 1990. The first year, being off Shark Island," Bearman said.

"The cannons are half-sized replicas of those jettisoned from Captain Cook's Endeavour when she went aground on the Great Barrier Reef," Bearman said. "After months of investigation, Brownie found an Australian company which manufactured 18th century replicas, which they did at a cost to the Breakfast Club of \$10,000."



Burling with Ruth Lee, CYCA's Man Overboard Training Dummy, donated by the Breakfast Club.

Volunteers welcome

It's a common misconception that you need to be a good cook to join the Breakfast Club crew. But Mallet and Burling emphasise that if you can turn over a sausage with tongs and handle the occasional Dad joke – you'll make the grade.

Burling recalled a phone conversation with a potential volunteer who expressed concern over her lack of cooking abilities. Burling had no qualms.

"I said to her, 'No one else is a good cook! That's not the point of the whole exercise.'"

Over the past year, each week a different member of the Youth Sailing Academy has joined the Breakfast Club to help out with a range of fun tasks. Burling said they looked forward to nurturing a connection with the younger generation.

"By the time they leave for sailing, they're part of the crew," Burling said.

Why not volunteer?

If you're interested in volunteering with the Breakfast Club, send a message to media@cyca.com.au [📧](#)



SOCIAL LUNCH

The CYCA Social Lunch is an informal event hosted by the Associates Committee. It is a great opportunity for long term Members to catch up and for new Members to meet others at a relaxing lunch on the deck. From 12pm, bi-monthly. RSVP at CYCA.COM.AU

**Tuesday
July 15**
(CHRISTMAS IN JULY)

**Tuesday
September 16**

**Tuesday
November 18**

**SCAN THE QR CODE TO VIEW THE FULL
CALENDAR AND BOOK TICKETS**



Associates Club Social Lunch



Photos: CYCA | Ashley Dart.

The Club Social Lunch enjoyed a 'Red Hot' gathering this past May. Members and friends donned all their best red pieces. Special thanks to Associates Committee for organising the day!



WATERSIDE EVENTS AT THE CYCA

Planning a wedding, celebration or corporate event? Our dedicated event spaces on the upper level of the Club are perfect for any style of event. Enjoy spectacular waterfront views overlooking the marina. Inhouse AV facilities are available, with modern interiors and a premium location only a 10 minute drive from Sydney's CBD. Members receive exclusive discounts on Functions, including 25% off on room hire.



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CRUISING YACHT CLUB OF AUSTRALIA

1 New Beach Rd, Darling Point NSW 2027

Meet our Crew

Rebecca Fleet

Get to know the Event Manager - Function Sales & Operations



Offshore: Tell us a little bit about your sales and events background?

Rebecca: I have an extensive background working in sales and events. My experiences have seen me working in the Property Sector in senior sales and operational roles as well as in the hospitality space - most recently in regional NSW with Philip Shaw Wines. While at Philip Shaw, I had the pleasure of managing weddings within the region as well as overseeing cellar door operations.

What does your role as Event Manager involve?

My role at CYCA is focused on showcasing our stunning event space(s) within the club and helping to create memorable experiences for our Members and guests. My goal is to ensure I exceed expectations when hosting events.

A key focus of my role is to offer flexibility within CYCA event space along with showcasing creativity to create a bespoke package to suit every occasion.

Another key element of my role is to help promote CYCA as a front of mind choice of venue for weddings, corporate events, private functions, board meetings, product launches and gala dinners. We have a stunning waterfront location and facility, so it is a great venue to invite guests too. I always seek to welcome Members back to see them benefit from their generous 25% discount on venue hire.

What is your favourite part of working at the CYCA? What are you most looking forward to?

My favourite part of working at the CYCA is engaging with the broad community of Members we have at the Club while listening to valuable feedback about the Member experience. Working with the Rolex Sydney Hobart and Property Industry Foundation teams on their respective events have been some of my highlights so far.

I'm most looking forward to the re-opening of the lower deck just in time for spring which will be a great space for Members. I've also been growing my sailing experience onboard *Triton*!

What is your personal favourite type of food or cuisine?

I enjoy Mediterranean cuisine for its fresh ingredients and balance of flavours, but my go-to is definitely pizza - a good classic Margherita.

How do you enjoy spending your free time?

Outside of work, I'm passionate about maintaining a fit & healthy lifestyle. I enjoy jogging by the water, hiking, reformer pilates and spin. And let's not forget travelling, and exploring new bars and restaurants. ⚓



NEWS IN BRIEF

CYCA Admiral's Cup representatives celebrated

Members and guests gathered at the Cruising Yacht Club of Australia on the evening of Thursday 29 May for the Admiral's Cup send-off, wishing the Back 2 Black and Zen teams the best of luck ahead of their journey to Cowes, UK.

The evening featured delicious finger food, interesting stories and a Q&A, as the Club rallied behind the crews representing Australia and the CYCA in the historic regatta's long-awaited return.

The two yachts will team up against 28 other yachts from Germany, the USA, New Zealand, Sweden, the Netherlands, Great Britain, Hong Kong, Monaco, France, Estonia and Italy.

Photos: CYCA | Ashley Dart



Sydney Women's Keelboat Series: CYCA sailors take home trophies

On Thursday 22 May the winners of the 2024/25 Sydney Harbour Women's Keelboat Series were celebrated at Middle Harbour Yacht Club.

Congratulations to the following CYCA sailors on their impressive results:

It Happens - Bridget Canham

- 1st Division 1 PHS
- 1st female helm Division 1

Wilde Rush - Dinah Eagle

- 3rd Division 1 PHS
- 3rd all-female crew Division 1

Blink - Melissa Schem

- 2nd female helm Division 1
- 3rd on scratch Division 1

The Sydney Harbour Women's Keelboat Series will return later this year.

Photos: Marg's Yacht Photos





YSA team leads Interclub Challenge

On Sunday 1 June, two teams from the Youth Sailing Academy's (YSA) Development Match Racing Squad travelled to Newcastle for the first round of the 2025 Interclub Challenge Series.

Despite overcast skies and light winds on Newcastle's inner harbour, five races were completed in tricky conditions. The CYCA team of Ben Richards, Kai Haste, Clare Cini, and Ruby Smith started strong with a win in Race 1, and secured a podium finish overall by the end of the day. Meanwhile, the second CYCA team, Eoin Cullinane, Baily and Makenzie Mayne, and Emily Foster, matched them on 15 points to finish just behind in fourth overall.

The combined effort from both CYCA teams was enough to place the Club at the top of the leaderboard after Round 1.

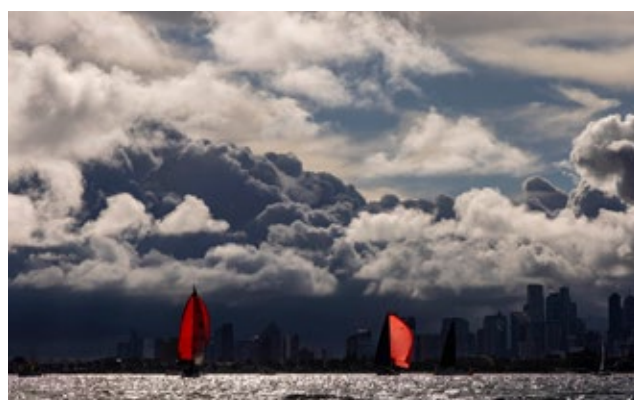
Wendy Tuck represents the CYCA at AWKR

Wendy Tuck waved the flag for the CYCA at the 33rd edition of the Australian Women's Keelboat Regatta on the June long weekend (6-9 June) at Royal Melbourne Yacht Squadron, St Kilda.

The world-renowned offshore sailor skippered the Beneteau 34.7 Spartan to fourth place on AMS and ORC_ AP in Division 2.

The fleet of all-women sailors experienced Melbourne weather at its best – cold temperatures and blustery winds. But that didn't stop the competitors from enjoying a weekend of tight racing.

Photos: Andrea Francolini.



CYCA yachts succeed in Combined Clubs series

CYCA yachts, Like Oxygen, Hector and Ellipse, achieved impressive results in the 2024/25 Sydney Harbour Combined Clubs Inshore and RSYS's Main (Spring & Summer) Series.

Comprised of nine races from September to March, the Combined Clubs Inshore series was hosted by Sydney Harbour clubs.

Andrew York's Reo 850 Like Oxygen placed first on PHS Overall in Division 1.

In Division 2, Graeme Dunlop's Northshore 369 Ellipse placed third on PHS.

And in Division 3, Bertrand Philippe's Jeanneau Sun Odyssey 36 Hector claimed victory on the leaderboard on PHS Overall.

The crew on board Hector are obviously doing something right. The yacht also placed first in Division 2 on PHS in RSYS's Main (Spring & Summer) Series.

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WHAT'S ON AT THE CYCA

**4 MAY -
6 JULY**

LGT CRESTONE WINTER SERIES

The favourite LGT Crestone Winter Series returns in 2025. One of Australia's largest ongoing series and now including IRC, the pointscore is a longstanding tradition on the CYCA calendar.

**2
JULY**

TRIVIA

Join us at 1900hrs for some trivia fun hosted by Trivia Master Luke Webb.

**10
JULY**

INFORMATION EVENING: DOWNWIND SAILING IN HEAVY AIR

Join seasoned offshore experts Jack Macartney, Michael Green and Adam Brown, as they share practical insights and lessons learned from real-life conditions.

**13
JULY**

LGT CRESTONE WOMEN'S WINTER SERIES

Get your crew together for third and final race of the 2025 LGT Crestone Women's Winter Series. Yachts with women helms or full-women crew are encouraged to compete.

**15
JULY**

SOCIAL LUNCH - CHRISTMAS IN JULY

This informal event hosted by the Associates Committee is an opportunity to come to our club and enjoy lunch with other Members. Get into the festive spirit early and join us for a fun and cozy Christmas in July celebration.

**18
JULY**

LGT CRESTONE WINTER SERIES & WOMEN'S WINTER SERIES PRIZEGIVING

Join us for the LGT Crestone Winter Series & Women's Winter Series Prizegiving 2025.

**26
JULY**

SEASON OPENER & NOAKES SYDNEY GOLD COAST YACHT RACE

Kick off the offshore season in spectacular fashion with a front-row seat to the 37th Noakes Sydney Gold Coast Yacht Race on Saturday 26 July. Join us aboard the luxury vessel *Eclipse*.



**SCAN THE QR CODE TO VIEW THE FULL
CALENDAR AND BOOK TICKETS**

LIVE MUSIC

AT THE CYCA

**5 & 26
JULY**

KARIM

Looking for live entertainment? Join us at the club for some fresh music from local singer, songwriter and composer, Karim

**12
JULY**

JIMMY BRESLIN

Come down to the club and enjoy some sweet tunes from this new coming of age artist, Jimmy Breslin.

**20
JULY**

RAYNE

Join us in listening to Rayne on a cozy winter Sunday afternoon. Even better with a wine in hand.

**2
AUGUST**

NOEMME

Enjoy a relaxed Saturday lunch at CYCA with live music from Noemme, delicious food and stunning harbour views – the perfect way to spend the weekend!



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ROLEX MIDDLE SEA RACE



ROLEX SYDNEY
HOBART YACHT RACE



MAXI YACHT ROLEX CUP

REACH FOR THE CROWN



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THE YACHT-MASTER

